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5th February 2026

**810 Pacific Highway, Gordon
Mixed Use Development
Sterling Projects Solutions Pty Ltd
Green Travel Plan
SSDA - 101444458**

For: **Sterling Projects Solutions Pty Ltd**

Site Address: **810 Pacific Highway, Gordon**

document control;

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For the attention of:

Graham Keeping

Sterling Project Solutions Pty Ltd

Contact:

Chiranjivi Pariyar

+61 2 8920 0800

+61 404 556 840

chiran.pariyar@ptcconsultants.co

Steve Wellman

+61 2 8920 0800

+61 421 810 979

steve.wellman@ptcconsultants.co



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Suite 502, 1 James Place, North Sydney NSW 2060

info@ptcconsultants.co | (+61) 2 8920 0800 | ptcconsultants.co

ABN 85 114 561 223

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1. Executive Summary

The proposed development, located at 810 Pacific Highway, Gordon, involves the demolition of the existing structure and construction of a mixed-use development comprised of shop top housing containing 180 apartments (including 39 affordable apartments), use of ground floor as an Aldi Supermarket and small retail suite, and associated basement parking.

This planning report has been prepared by **ptc.** to accompany a detailed State Significant Development Application for the development at 810 Pacific Highway, Gordon.

Access to the development is provided from Radford Place, the lesser road in the hierarchy of adjacent roads to the site. The southern driveway is used by service vehicles for access to the loading dock, whereas the northern driveway is used by light vehicles to access the basement carpark. The car and bicycle parking provision is spread over six basement levels, with additional bicycle parking at the ground level public domain for visitors of the site.

The site is located within the Gordon Town Centre within 400 metres catchment area of Gordon Train Station. The public transport network and frequency of services is found to be abundant in proximity to the site, which is expected to result in less reliance on private vehicles.

The proposed development has been assessed against the relevant Australian Standards including the AS2890 suite and found to be compliant with the minimum standards, or capable of being made to meet the minimum requirements of the standards.

The proposed development is found to meet the minimum requirements of the relevant Council DCP and SEPP (Housing) in relation to parking quantum.

In summary, the development is considered to be supportable from a parking and traffic perspective.

2. Project Description

This Green Travel Plan has been prepared by **ptc.** on behalf of Ecove Group Pty Ltd to accompany a State Significant Development Application (SSDA) (SSD-101444458) for a mixed-use development at 810 Pacific Highway, Gordon.

The site is legally described as Lot 12 DP631351 and has a total area of 2,357m² and is located within the Gordon town centre, immediately north of the Gordon Centre and south of the Ku-ring-gai Council Chambers. The proposal delivers approximately 180 new dwellings (including affordable housing apartments), together with a full-line supermarket in a highly accessible location, contributing to both State and Council housing objectives while revitalising Gordon Town Centre.

The proposal is declared State Significant Development (SSD) pursuant to Schedule 1, section 26A of State Environmental Planning Policy (Planning Systems) 2021 (Planning Systems SEPP).

The site location is illustrated in Figure 1 below.



Figure 1: Site location (Source:Nearmap 2024)

2.1. Planning Context

In April 2024, the Department of Planning, Housing and Infrastructure (DPHI) identified the site as being located within a Transport Oriented Development (TOD) precinct. In parallel, Ku-ring-gai Council progressed a preferred planning framework for Gordon Town Centre, including proposed amendments to the Ku-ring-gai Local Environmental Plan 2015 (KLEP 2015). Following a Council-initiated legal process, legislative amendments removed access to TOD uplift for proposals that had not been submitted in June 2025. As part of the resolution of this legal process, Council formally endorsed its preferred planning framework for Gordon Town Centre on 5 June 2025. That framework was subsequently accepted by the Department, with minor amendments, and implemented through an amendment to the KLEP 2015 via the State Environmental Planning Policy Amendment (Ku-ring-gai Station Precincts) 2025, which commenced on 14 November 2025.

The proposed development responds to the amended KLEP 2015 and, in addition, seeks to utilise the floor space ratio and height incentives available under Chapter 2, Part 2, Division 1 of the State Environmental Planning Policy (Housing) 2021.

2.2. Land Use

With reference to the NSW Planning Portal Spatial Viewer, the land zoning for the site is Local Centre (E1) Zone and immediate surrounding areas is categorised as following.

- Infrastructure (SP2) Zone (Classified Road and Railway Infrastructure)
- High Density Residential (R4) Zone
- Medium Density Residential (R3) Zone
- Low Residential (R2) Zone
- General Residential (R1) Zone

The land use zonings in the vicinity are complex, this determines the existing local traffic generation has the following features:

- Associated with the local centre and surrounding residential properties;
- Vehicular traffic (private and public transport) is expected to be the predominant mode share for the transport activities; and
- High traffic volumes.

The land zoning of the development site is illustrated in Figure 2 below.

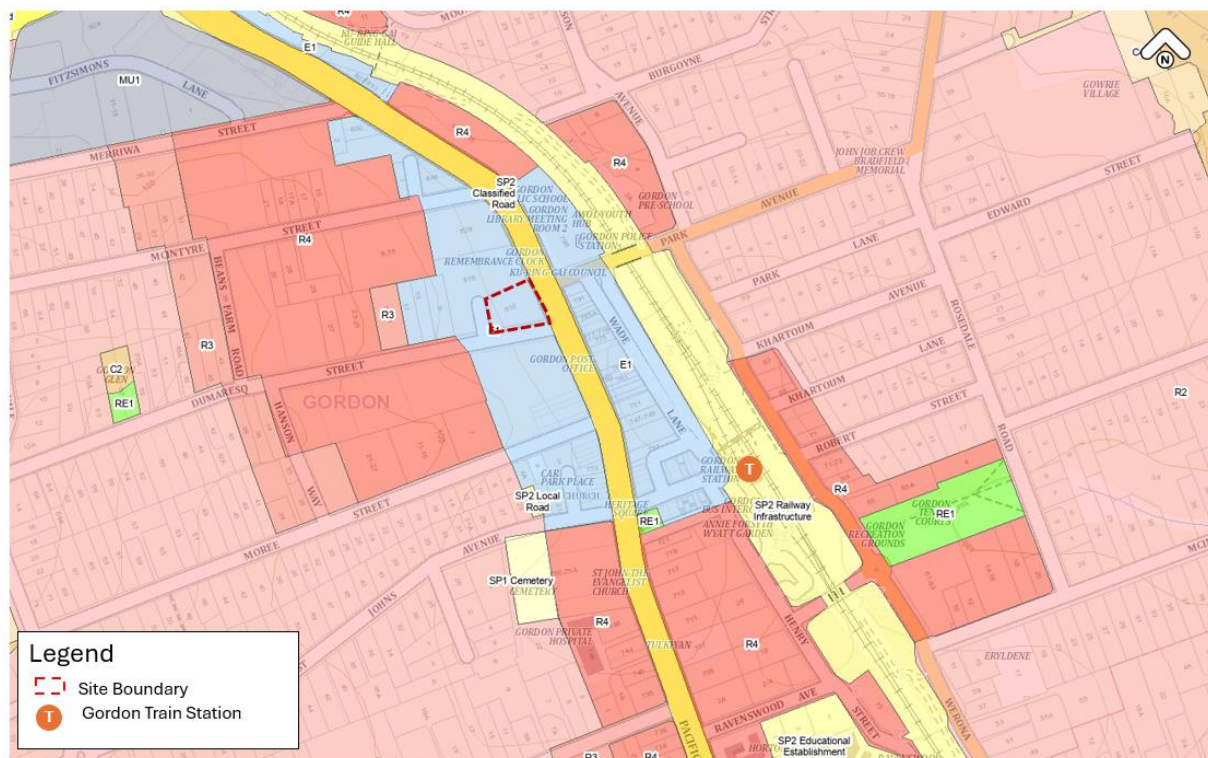


Figure 2: Land use map around the site (Source: NSW Planning Portal Spatial Viewer)

2.3. Purpose of this Report

This report aims to address the Transport Impact Assessment component of Item 9 of the Secretary's Environmental Assessment Requirements (SEARs) issued for the project on 9 December 2025, represented in the following sections:

Section 3	A description, purpose and outcome of the green travel plan;
Section 4	Steps involved in formulation of green travel plan;
Section 5	Green travel plan advisory committee and their responsibility;
Section 6	Assessment of the existing transport infrastructures and services
Section 7	Review of future transport infrastructure and service upgrade; and
Section 8	Setting the travel mode share;
Section 9	Description of the required action plan;
Section 10	Description of the strategies;
Section 11	Monitoring and evaluation of the green travel plan; and
Section 12	Conclusion

3. Green Travel Plan

3.1. What is Green Travel Plan

A Green Travel Plan (GTP) is a document that outlines how a development intends to make travel to and from the site safer and more sustainable for occupants and their visitors. The GTP addresses local traffic issues around the site and encourages active, safe and sustainable travel methods, such as walking, cycling, scooting, public transport or car sharing. A GTP correlates with the development's overall aspirations and is a document that is monitored and reviewed regularly.

A GTP is not just the installation of bike racks or provision of end-of-trip facilities. An effective GTP aims to promote and maximise the use of more sustainable modes of travel via a range of actions, promotional campaigns and incentives. The plan includes site management tools that encourage staff and visitors to make more sustainable transport choices. A GTP requires ongoing implementation, monitoring and review. As such, nominating an individual or a team to oversee the implementation of a travel plan is a crucial component of success.

An effective GTP can offer many benefits, such as less congestion on public road networks, as well as health and environmental benefits.

3.2. Why is a Green Travel Plan required?

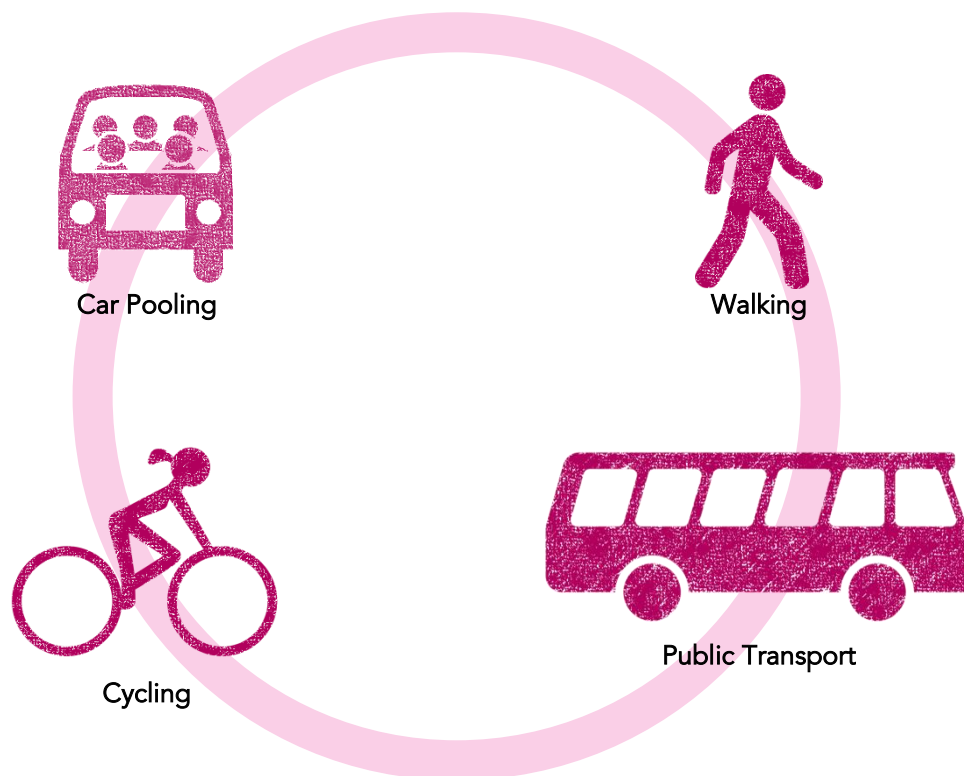
The implementation of a GTP is generally accepted as one of the best ways to increase active travel to and from the subject site. A successful GTP offers many benefits for the community, including:

- Building confidence and improving social interaction by walking and/or cycling;
- Assists in the implementation of health, fitness and well-being programs.
- Improving social interaction with others to be more interested and involved with the precinct as they walk or cycle;
- Improving safety by reducing traffic and local road congestion;
- Improving the environment by reducing air pollution from private vehicles;
- Creating opportunities for healthier lifestyles and more vibrant, cohesive and accessible communities;

It is likely that occupants with a good understanding of active and sustainable modes of transport will follow a healthy and active lifestyle, care about the environment and prioritise location and lifestyle over car ownership.

3.3. The Purpose of Green Travel Plan

The purpose of the GTP is to provide a package of measures with the aim of promoting and reducing the reliance on private car usage and encouraging and supporting the uptake of daily business in a more sustainable way. This may be achieved through the review of existing policies and identifying programmes to encourage occupants and visitors to adopt more active and sustainable forms of transport.



This document identifies the following:

- Review of existing public transport infrastructure and future transport options;
- Assessment of existing travel patterns within the area;
- A modal share target for the development;
- A framework to identify and respond to travel demand from the development and surrounding area;
- Strategies to implement prior to and during occupancy and
- The monitoring strategy to track the performance of the GTP.

3.4. Relevant Priorities from the NSW State Plan

- Increase walking and cycling,
- Increase the number of people participating in physical activity,
- Improve health in the community,
- Increase the share of journey-to-work trips on a safe and reliable public transport system,
- Improve the efficiency of the road network,
- Increase the number of jobs closer to home,
- Tackle climate change,
- Improve air quality.

3.5. Potential Outcomes

- Successful negotiations with private transport providers (if necessary) to provide increased public transport services to the precinct.
- Improvements to cycling and walking infrastructure, if required.
- Recommendations for any relevant policy changes will be made to management (e.g. flexible work and work-from-home/hub policies).
- A campaign promoting the health and other benefits of non-car modes of travel will be implemented.
- Monitoring and Evaluation
 - Carpooling use (number of new users)
 - Private car-park usage
 - Feedback from public transport providers
 - Patronage on any new commuter public transport services

4. Steps to Set-up Green Travel Plan

To develop a GTP, there are five key steps to follow to commence its operation, as illustrated in Figure 3.

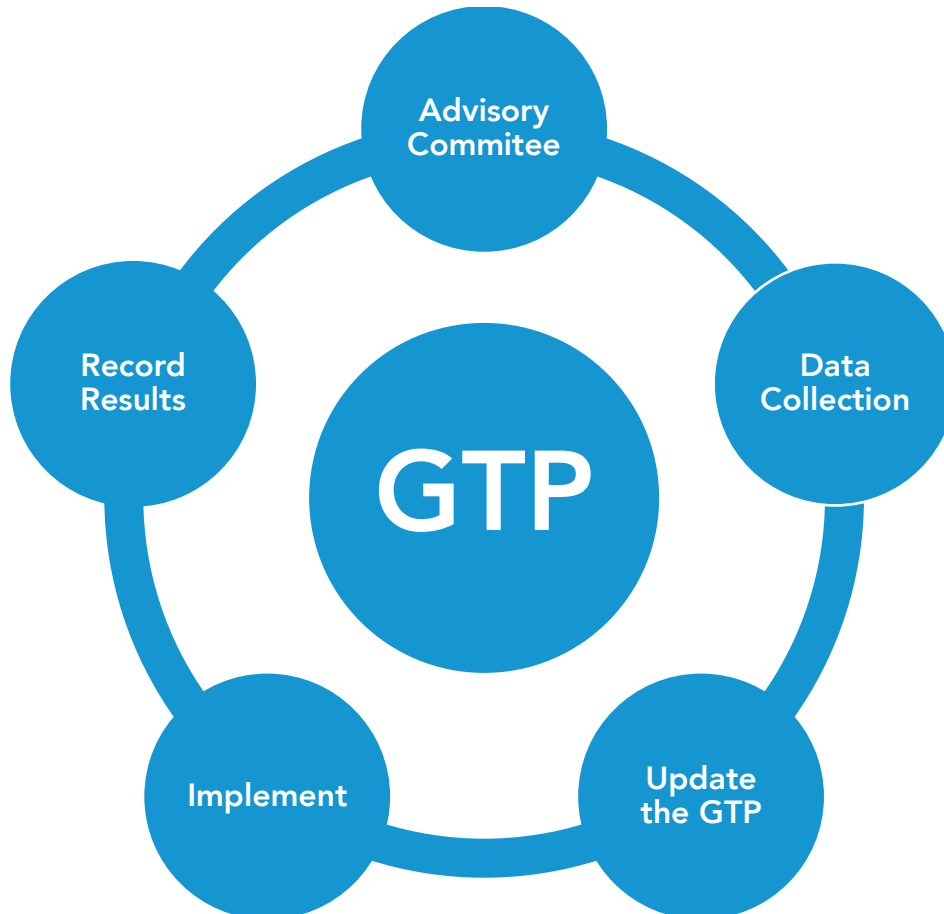


Figure 3: Steps in developing a GTP

4.1. Step 1 – Set up an Advisory Committee

- Appoint an individual to coordinate specific actions and to track the progress of this work;
- Develop a working group that involves representatives from residents within the development;
- Identify ways in which residents will be involved and informed of the work (e.g. regular articles / social media).

4.2. Step 2 – Data Collection and Review Existing Situation

As part of the development, it is expected that there will be new residents, employees and visitors travelling to and from the site on a daily basis. To identify how residents and tenants in the development travel to and from the site for work, an initial survey should be conducted to identify the travel behaviour of employees and visitors within six months of the occupation of the development. This may be conducted as an online survey or an intercept survey of those accessing the site.

As a minimum, the following questions should be considered:

- Are you a resident, employee or visitor to the site?
- Did you park on-site today? If so, where?

Tenant Only Questions

- If you are a resident, do you have an allocated parking space within the site?
- How do you currently travel to work, and the distance to their travel?
- Based on the availability of public transport and other sustainable travel options, which would be their preferred mode of travel?
 - Walk/Run
 - Bicycle
 - Train/Metro
 - Bus
 - Drive car
 - Passenger in car
 - Other
- Is your place of work in an area that is not currently serviced by any of the identified transport options?
- Do you need to drive to work for another reason? Why and how often this would occur (i.e. shift work).

Visitors Only Questions

- If you are a visitor, where did you travel from today?
- What mode of transport did you use?
- Why did you use this particular mode of transport?

All Users

- Have you heard of car share? If this was readily available to you, would you use car share if car parking was unavailable?
- If not, what are the barriers to you using car share to travel to and from the site?
- What would make you consider using car share to access the site?
- Do you have any suggestions/recommendations to encourage the uptake of sustainable modes of transport, etc.?
- Once the survey findings are available, methods to achieve specific targets can be identified with proposed time frames.

4.3. Step 3 – Prepare the Green Travel Plan

Based on the data, an overall vision for the travel modes should be considered with clear objectives. The GTP should be prepared based on these objectives, notably:

- Build a culture that supports active travel by motivating and encouraging the community to get involved.
- Set specific SMART (Specific, Measurable, Achievable, Relevant, Timed) targets.
- Develop an action plan that lists activities and strategies to eliminate the community's barriers to active travel and meet the objectives.
- Estimate the budget required to meet the objectives, identify funding sources, and develop implementation strategies.
- Review and consult with the community.

4.4. Step 4- Deliver and Implement

Once developed, launch the GTP and carry out regular monitoring (every 12 months is recommended) as part of the implementation strategy. Travel mode data should be collected and reviewed each quarter.

4.5. Step 5 – Recognise Progress

The successes of the GTP should be celebrated regularly, for example, at key community events. The plan should regularly be reviewed and include new ideas, targets, and benchmarks.

5. Responsibility of GTP Officer and Advisory Committee

The responsibilities of the GTP officer and Advisory Committee will include (but not limited to) in Figure 4 below:

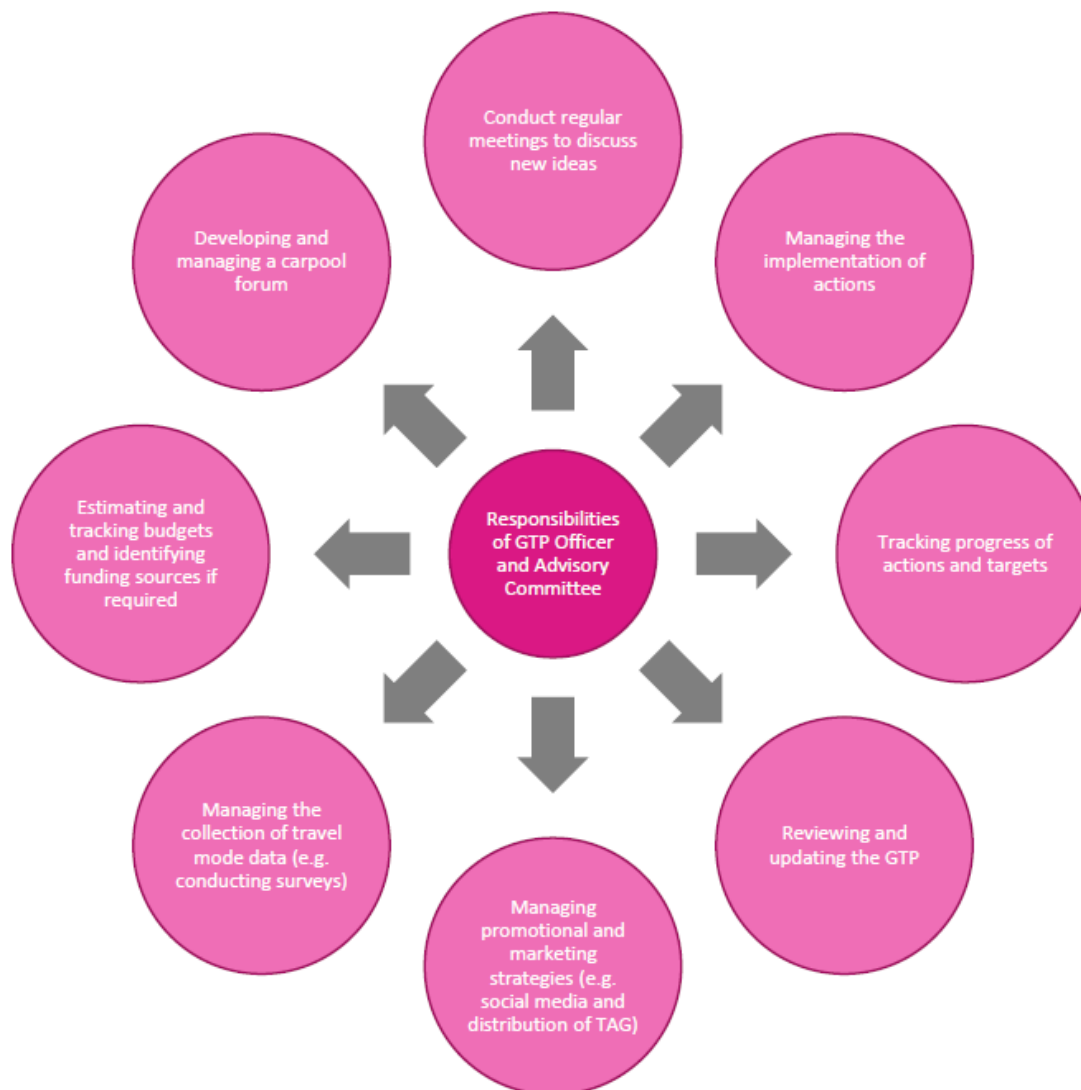


Figure 4: Responsibilities of GTP Officers and Advisory Committee

6. Existing Transport Infrastructure

6.1. Public Transport

The NSW Planning Guidelines for Walking and Cycling (2004) suggests that an 800m (10 minutes' walk) catchment is an acceptable walkable distance for accessing public transport. Furthermore, the document also suggests a distance of 1500m is a suitable catchment for cycling to public transport facilities and local amenities.

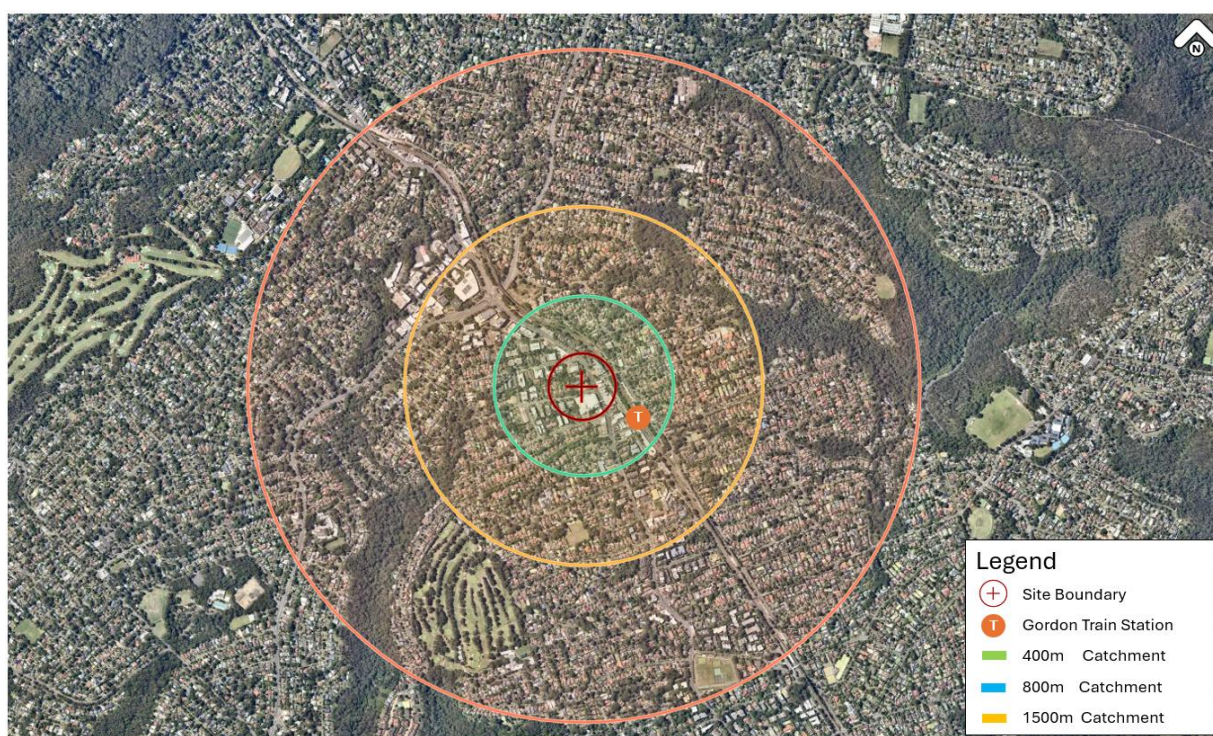


Figure 5: Walking catchment in vicinity of the site (Source: Nearmap)

6.1.1. Train Services

Gordon Train Station is located to the south-east of the site within 400m of walking distance. This station is serviced by T1 (North Shore and western Line) and T9 (Northern Line). The services provided by the station are summarised in Table 1.

Table 1: Train Service Summary: Gordon Station

Train Line	Route	Approximate Frequency
T1 (North Shore Line)	Berowra to City via Gordon	Every 3-6 minutes during peak hours Every 5-10 minutes during off-peak
T9 (Northern Line)	Hornsby to North Shore via City	Every 2 -15 minutes

More information regarding the most up-to-date times tables can be found at www.transportnsw.info/documents/timetable.

Figure 6 shows the respective locations of the Gordon Train Station in the Sydney Trains and Metro network.

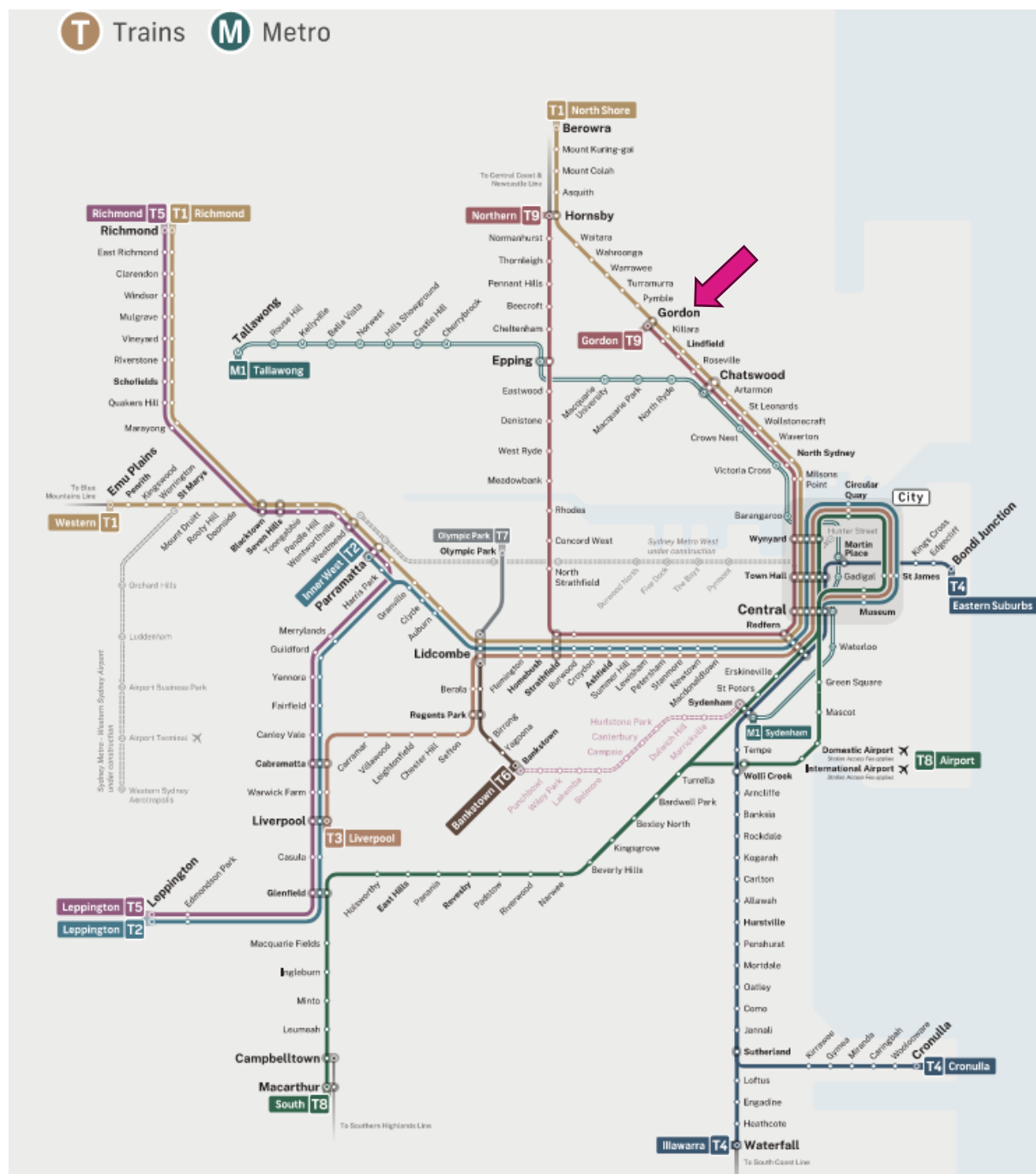


Figure 6: Sydney Trains and Metro Network (Source: TfNSW)

6.1.2. Bus Services

The site is well serviced by a reasonable number of bus services within walking distance along Pacific Highway and adjacent to Gordon Train Station. The available nearest bus stops and routes are illustrated in Figure 7 and summarised in Table 2 below.

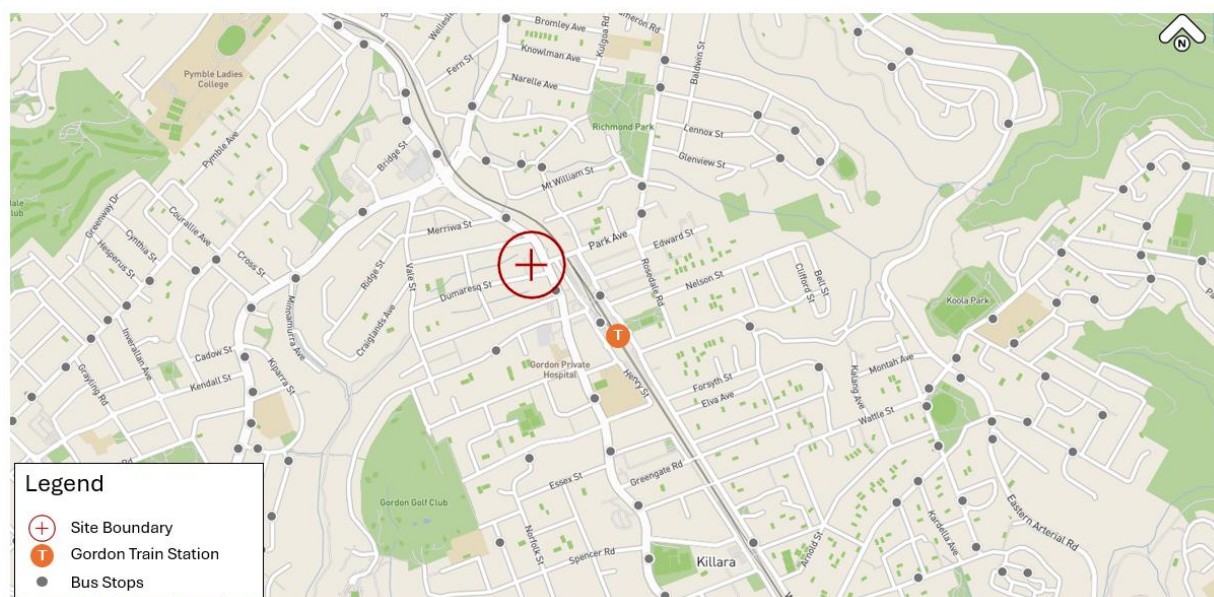


Figure 7: Bus Stops in the vicinity of the site (Source: TfNSW)

Table 2: Bus Service Summary

Routes	Direction	Timetable
195	Gordon to St Ives Chase (Loop Service)	Monday – Friday: Every 20-30 minutes Saturday: Every 30 - 60 minutes Sunday and Public Holidays: Every 60 minutes
196	Mona Vale to Gordon	Monday – Friday: Every 20 - 30 minutes Saturday: Every 60 minutes Sunday and Public Holidays: Every 60 minutes
197	Mona Vale to Macquarie University via Gordon	Monday – Friday: Every 15 - 30 minutes Saturday: Every 60 minutes Sunday and Public Holidays: Every 60 minutes
560	Gordon to West Pymble (Loop Service)	Monday – Friday: Every 20 - 30 minutes Saturday: Every 60 minutes Sunday and Public Holidays: Every 60 minutes
562	Gordon to Macquarie University	Monday – Friday: One service at 10:30 from Macquarie University to Gordon One service at 13:00 from Macquarie University to Gordon
582	St Ives Shopping Centre to Gordon	Monday – Friday: Every 10-30 minutes Saturday: Every 60 minutes Sunday and Public Holidays: Every 60 minutes

The timetables enlisted in the table will come to an effect from 3rd of March 2025. More information regarding the most up-to-date times tables can be found at www.transportnsw.info/documents/timetable.

Figure 8 below shows the bus routes that provides services in the vicinity of the site.

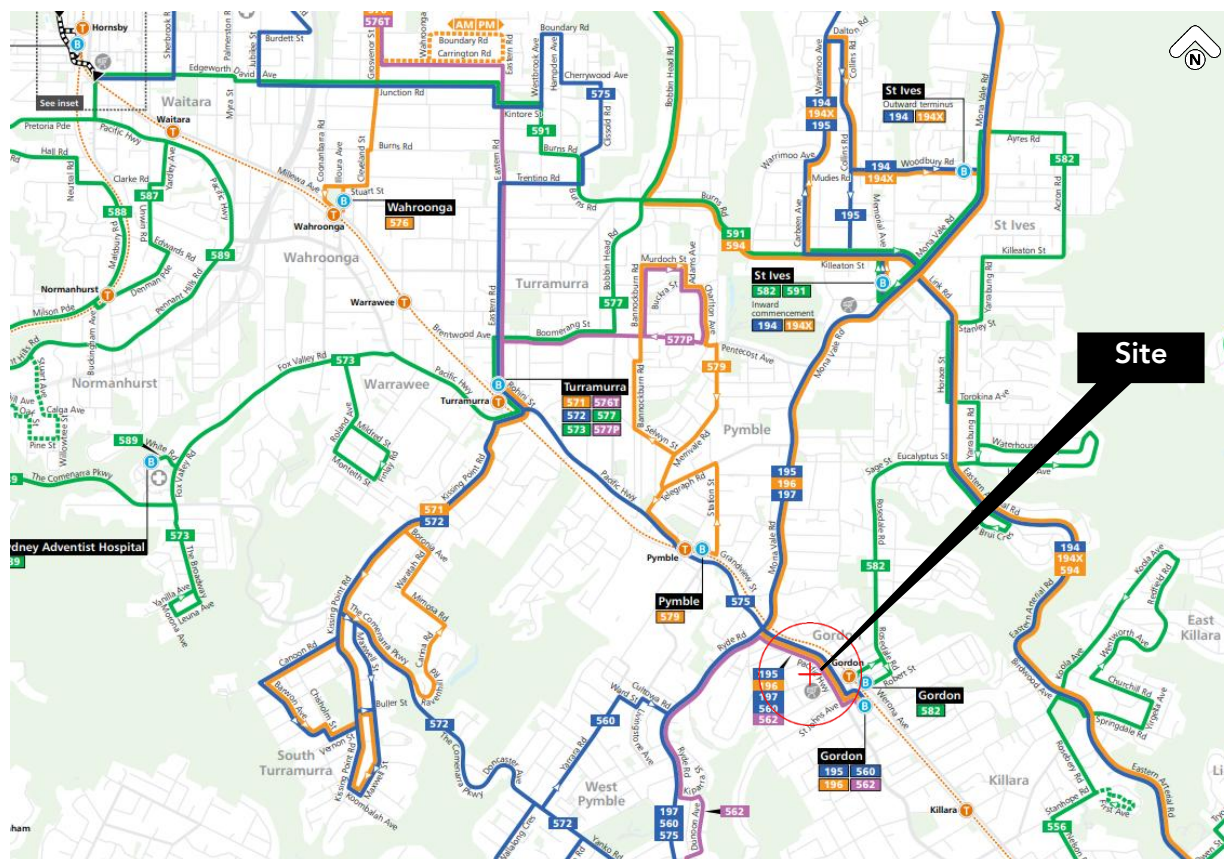


Figure 8: Bus Services in the vicinity of the site (Source: TfNSW)

6.2. Active Transport

The cycling network in the streets surrounding the site is presented in Figure 9. Typically, a catchment area of 1500 metres is deemed acceptable for cycling as per the *NSW planning Guidelines for Walking and Cycling (2004)*. Cycling to the site is deemed an acceptable mode of transport for those who live locally and can make use of the shared paths surrounding the site.

The vicinity of the site is reasonably less suitable for the cycling due to the existing grades of the road network and less cycling facilities. As such, cycling would not be a feasible method of transport for the construction workers and patrons.

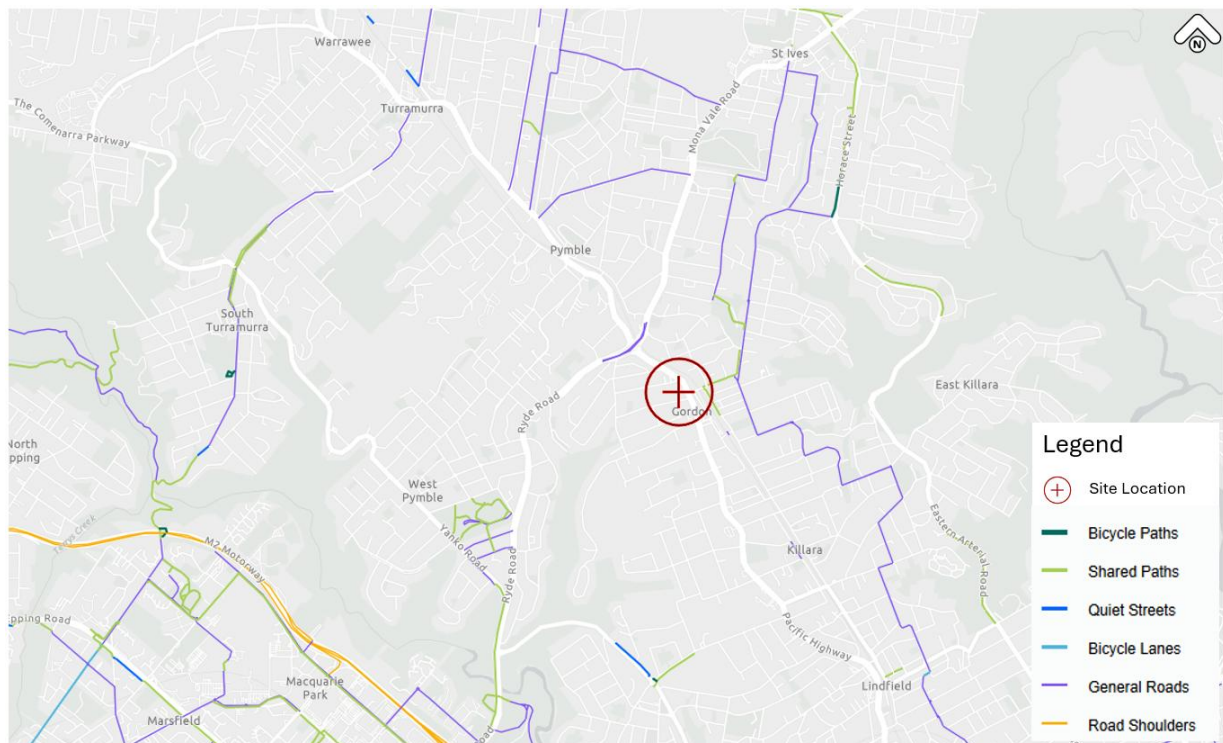


Figure 9: Existing Bicycle Network (Source: TfNSW)

In conclusion, there are substantial modes of transport other than private vehicle which can be utilised by construction workers in an effort to reduce the overall impact of the development construction traffic on the road network.

7. Future Active Transport Upgrade

The locality has also been reviewed for features that would attract public and active transport trips (walking and cycling). The site is located within comfortable walking distance to the available public transport facilities as indicated in Section 6.

7.1. Ku-ring-gai Green Grid Strategy 2025

Ku-ring-gai council has released a Green Grid Strategy in June 2025 to achieve the key objectives as follows:

- Increase canopy cover across the Local Government Area (LGA)
- Walkable connections between points of interest in the LGA
- A consolidated active transport network providing comfortable walking and cycling routes
- Enhanced biodiversity and riparian corridors

More information concerning the green grid strategy can be found at:

<https://www.krg.nsw.gov.au/Planning-and-development/Planning-policies-and-guidelines/Strategies-and-management-plans/Ku-ring-gai-Green-Grid-Strategy>

7.2. Active Transport Strategy 2022

Transport for NSW (TfNSW) has released Active Transport Strategy 2022 with the following key actions to connect communities and encourage more people to choose active transport.

- delivering continuous and connected cycling networks
- improving the safety and comfort of people walking and riding bikes by providing fit-for-purpose active transport infrastructure and appropriate road speeds
- facilitating children's and young people's independent mobility by improving safe walking and bike riding options for travel to and from school
- supporting multimodal journeys by integrating active and public transport
- encouraging a shift to walking and cycling trips by delivering walking and cycling infrastructure to support mode shift
- supporting emerging technology choices such as e-bikes and other micromobility devices.

More information concerning the Active Transport Strategy can be found here:

[Walking and Cycling Program | Transport for NSW](#)

7.3. 2020/21 Walking and Cycling Program

Transport for NSW (TfNSW) has released a 2020/21 Walking and Cycling Program to achieve the key objectives as follows:

- Ensure walking and cycling are the most convenient option for short trips to key destinations and within centres.

- Reduce congestion on our roads and public transport networks by delivering projects that encourage walking and cycling mode shift.
- Enable efficient, safe, and reliable journey times by prioritising infrastructure that supports pedestrian or cycling movement on certain corridors, consistent with the Movement and Place Framework.
- Deliver projects that make walking and cycling safe, comfortable, and convenient transport modes that are accessible to a wide range of users.
- Enable positive health, wellbeing, social and environmental outcomes.

More information concerning the 2020/21 Walking and Cycling Program can be found here:

[Walking and Cycling Program | Transport for NSW](#)

8. Travel Mode Share Target

A GTP is not a one-off document – it is a process of ongoing implementation, review, and improvement. As such, setting out the objectives and targets are the first step in preparation of a GTP. When developing objectives, site context is important.

Targets must be specific, reasonable, and achievable, and should be associated with measurable improvement in mode share. They need to be realistic but ambitious and must be time-bound so that progress can be assessed against targets.

8.1. Benchmark Mode Share

The existing residential development has been demolished, and the site is currently vacant, there are currently no resident, staff and visitor travel statistics that can be used to develop a target mode share. It is recommended that the development carries out benchmarking by conducting intercept surveys to gain an accurate base from which this data can be improved upon year by year. The target mode share should then be updated using data gained from the intercept surveys.

As there are currently no travel statistics available, benchmarking has been undertaken with reference to a comparable site with similar geographical context. The Australian Bureau of Statistics (ABS) provides journey to work data for Ku-ring-gai Council. As such, for the purposes of this GTP, the Journey to Work Data 2016 (place of work) for Ku-ring-gai Council has been used as a benchmark.

The mode share data is summarised in Table 3.

Table 3: Journey to Work Data (Source: Australian Bureau of Statistics)

Transport Mode	Mode Share
Train	15%
Bus	2%
Car-as a driver or passenger	64%
Bicycle	1%
Walked Only	3%
Other Modes	1%
Worked at Home	4%
Did not go to Work	9%
Not Stated	1%
Total	100.0%

As evident, 17% of the current mode share is via public transport while 64% of the travel mode target is via private vehicle. 4% of the current mode share is via active transport, 1% of the current mode share is via other modes. Private vehicle includes car, as driver and car, as passenger,

motorbike/scooter, public transport includes train, bus and active transport includes bicycle and walking.

8.2. Target Mode Share

Taking into consideration the future active transport upgrade described in section 7, the future medium and long-term mode share targets, outlined in Table 4, for the development have been developed with the aim to minimise private car usage and increase the uptake of more sustainable modes of transport.

Table 4: Travel to Work-Gordon as a place of residence

Transport Mode	Benchmark	Medium Term Target (5 years)	Long Term Target (10 years)
Train	15%	18%	20%
Bus	2%	4%	7%
Car (as driver and passenger)	64%	58%	50%
Bicycle	1%	3%	5%
Walking Only	3%	3%	4%
Worked at home/Did not go to work	13%	13%	13%
Other Mode/Not stated	2%	1%	1%
Totals	100%	100%	100%

The decrease in private vehicle usage and the increase in public transport and active transport usage can be attributed to the increase in public and active transport infrastructure projects in the vicinity of the Gordon Town Centre.

9. Proposed Action Plan

In developing the GTP, it may not be possible to implement all action items at the same time, therefore a staged implementation should be considered. There may be some crucial actions that can be implemented immediately, while others might take longer to plan and develop.

Before implementing any actions, relevant stakeholders must be consulted to approve the changes.

The following travel mode hierarchy is proposed for this GTP:



Figure 10: Mode Hierarchy

There are a number of actions which can be employed to encourage non-car modes of transport to and from the site. The following sections outline potential strategies that can be adopted in achieving future transport targets.

9.1. Walking

A review of the existing pedestrian infrastructure has found that the footpath networks and crossing points within the vicinity of the site are generally adequate. The following tasks are recommended to increase walk trips to/from the site:

- Employees living within 1km of the site could be targeted to walk to the site;
- A working partnership could be established with Ku-ring-gai Council to determine whether there are opportunities to improve the pedestrian connectivity to the site;
- Tenants could be encouraged to implement the '10,000 steps per day initiative', whereby, employees are provided with trackers that measure the step number they have walked. Staff members who have achieved the 10,000 steps goal over 80% days of a month could be awarded with free / discounted gym membership; and
- Tenants could be encouraged to celebrate 'Walk to Work' day on an annual basis.

Walking is also the most space efficient mode of transport for short trips and presents the highest benefits. Co-benefits where walking replaces a motorised trip include improved health for the individual, reduced congestion on the road network and reduced noise and emission pollution.

9.2. Cycling

To improve the future bike usage by employees and visitors, the development will include the following bicycle parking provisions:

Table 5: Summary of Proposed Bike Parking Provision

Land Use	Units/GFA (m²)	Parking Rate	Bicycle Parking Requirement	Proposed Bicycle Parking Provision
Residential	180 units	1 space per unit -resident	180	180
		1 space per 10 units - visitor	18	20
Retail	1,756m²	1 space per 600m²	3	3
		1 space per 2,500m²	1	1
Total			202	204

As evident, there will be a large supply of bicycle spaces for staff and for visitor/customers. This should address all bicycle parking demands to be generated for this development. The provision of these bicycle parking spaces will support the utilisation of active transport as staff, visitors and customers can cycle to the development and be assured that sufficient bicycle parking spaces are available for them to park their bicycles.

In addition to the bicycle parking spaces, the End of Trip Facilities (EOTF) which will be provided for staff of the retail component of the development as summarised in Table 6.

Table 6: Summary of EoT Facilities

EOTF Type	Proposed Bike Spaces	Proposed EOTF Provision
Personal Lockers	3	3
Shower & Change Cubicles		2 (1 male and 1 female)



Figure 11: Example of an End of Trip Facility

As evident, there will also be at least 3 personal lockers and 2 shower and change cubicles, 1 for each male and female provided for the staff to utilise. As such, a comprehensive provision of both bicycle parking spaces, and End of Trip Facilities is expected to encourage a greater number of trips to be made by active modes of travel.

9.3. Public Transport

The site is well connected by public transport within a comfortable walking distance. To increase the public transport uptake by employees and visitors, the following measures could be considered:

- Create a map identifying the location of bus stops and routes and make this available to all users;
- Improved wayfinding signage between the site and nearby public transport interchanges could be discussed with Ku-ring-gai Council; and
- Promote the use of apps for public transport connectivity

As mentioned in Section 6, the site is situated within 400m walking distance (approx. 5-minute walk) to the Gordon Train Station.

9.4. Carpooling

A carpooling forum could be developed to encourage employees to travel in groups. This type of forum would provide a platform for employees travelling on the same route to the site, to form groups and travel together. The forum could be established through various communication media including brochures, noticeboards and social media which is an effective publishing tool in modern days.

10. Strategies

10.1. Transport Access Guide (TAG)

To encourage employees and visitors to adopt alternative sustainable transport options, it is recommended that a Transport Access Guide (TAG) be developed prior to occupation to summarise available transport options identified. A TAG is a concise presentation of how to reach the site using low-energy, sustainable and active forms of transport.

The aim of a TAG is to make sure people know how to get to the subject development by walking, cycling or public transport (as well as by car).

A TAG can take many forms, such as a map printed on the back of business cards or invitations to more comprehensive information provided to prospective employees as part of their induction kit. TAGs may be incorporated into stationery, brochures and sales literature and provided electronically on the web site and in emails. An electronic version can be kept on a computer and produced as needed. Reception and enquiry staff should be familiar with the content so they can advise callers about easy transport alternatives to car travel.

10.2. Marketing

Once the plan has been adopted, it is essential to maintain interest in the scheme. Each new initiative in the plan will need to be publicised with effective marketing. Actions are the core of a GTP, therefore, the GTP needs to have a variety of actions that guide strategies relating to promotion, facilities and policies to create incentives for sustainable travel behaviour. If actions are to be staged, a staging strategy should be outlined in the plan.

Strategic promotion of travel plans, and associated initiatives tend to result in higher uptake of sustainable travel modes. It is imperative to ensure that all users are aware of the initiatives. From time to time, assistance should be sought from the Ku-ring-gai Council, Bicycle NSW, Pedestrian Council Australia, TfNSW and other stakeholders.

Another way to promote non-vehicle mode of transport is to print a map on the back of business cards or brochures. Best practice suggests that the information should be as concise, simple and site specific as possible. If instructions are too complex, staff members are likely to ignore them.

11. Monitoring and Evaluation

A travel plan should not simply be a list of actions. Monitoring and reviewing a travel plan are one of the most critical components of the travel planning process. It is crucial to understand whether and how the travel plan is having an impact on the mode share. An annual review of the GTP is recommended to identify how mode share has changed over time. This will assist in understanding whether progress is being made.

The monitoring strategy should ensure that the GTP is achieving the desired benefits. As stated in Section 4, it is essential to undertake the initial data collection of the existing mode share to establish targets and overall goal. Surveys will help to identify which actions are having an impact on occupant's travel behaviour and whether some are more effective than others. It may also help to identify ongoing or unresolved issues and barriers that are preventing greater improvement.

The overall success of the GTP will depend on good communication. It will be necessary to explain the reason for adopting the plan, promote benefits and provide information about alternatives to driving. It will also be necessary to provide feedback to employees and tenants to ensure that they can see the benefits of sustainable transport.

Once data are updated, the targets and actions of the travel plan will need to be reviewed. The review should consider:

- Are the targets still realistic? Are they still ambitious? Should they be updated?
- Are employees and tenants struggling to achieve particular targets? What are the likely reasons for this?
- Are there any gaps with regards to actions?
- What is preventing further improvement on mode share and how can this be addressed?

The steps outlined above should not be considered as a linear process, rather be an ongoing cycle. Travel planning requires regular review and adjustment which may reveal the need to reconsider objectives or targets or to add new actions to create greater incentives for the uptake of sustainable transport choices.

12. Conclusion

This GTP has been prepared for 810 Pacific Highway, Gordon. This report outlines the possible alternative transport options other than private transport to access the subject site. The site already enjoys excellent public and active transport infrastructure and services and will benefit from more infrastructure projects connecting to the site, reducing the reliance on private vehicle usage and the impact on the environment.

It is envisaged that this document will be continually reviewed and amended if required, in the event of changes to design, the surrounding road network, or additional requirements of Council, or any other relevant authority.